

**3385 Dundas Street West - Zoning By-law Amendment
Application - Preliminary Report**

Date:	August 17, 2016
To:	Etobicoke York Community Council
From:	Director, Community Planning, Etobicoke York District
Wards:	Ward 13 – Parkdale-High Park
Reference Number:	16 163140 WET 13 OZ

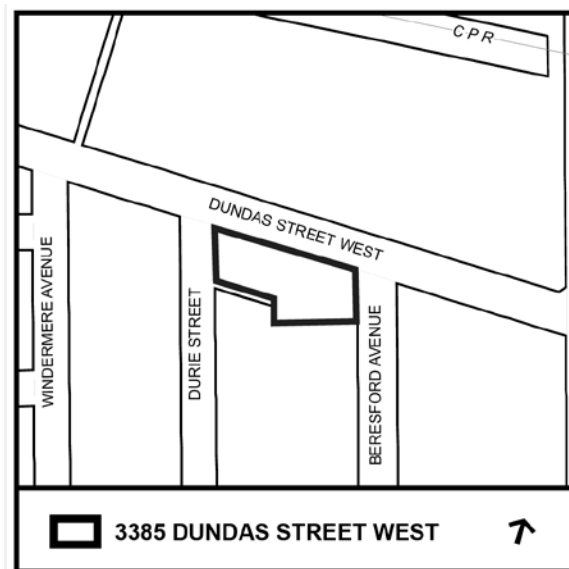
SUMMARY

This application proposes to demolish the existing car wash and to amend the former City of York Zoning By-law No. 1-83 to permit an eight-storey, mixed use building comprised of 123 residential dwelling units and 1,113 m² of non-residential floor area at 3385 Dundas Street West. The proposed development would have a floor space index of approximately 4.2 times the area of the lands and would provide 135 vehicular parking spaces.

This report provides preliminary information on the above-noted application and seeks Community Council's direction on further processing of the application and on the community consultation process.

Staff recommend that a community consultation meeting be scheduled, in consultation with the Ward Councillor, to be held in September of this year.

The completion of a Final Report and statutory public meeting under the *Planning Act* is targeted for the second quarter of 2017. This target assumes that all required information is provided without delay and that issues arising from the application can be resolved in a timely manner.



RECOMMENDATIONS

The City Planning Division recommends that:

1. Staff be directed to schedule a community consultation meeting for the lands at 3385 Dundas Street West together with the Ward Councillor.
2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the site.
3. Notice for the public meeting under the *Planning Act* be given according to the regulations of the *Planning Act*.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

At its meeting of April 29 and 30, 2009, City Council adopted the recommendations of a Planning staff report to amend the former City of York Zoning By-law No. 1-83 to permit the development of a six-storey apartment residence for seniors with complementary at-grade retail uses on the subject lands. The City Council decision and associated staff report can be accessed through the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2009.EY24.15>

A recommendation to withhold the necessary Bills for enactment of the site-specific Zoning By-law Amendment, until the issuance of the Notice of Approval Conditions for the related Site Plan application was also adopted.

The related Site Plan application was never finalized and the file was closed in 2010. As a result, the previous Zoning By-law Amendment application has no effect on the lands and the regulations and performance standards of Zoning By-law No. 1-83 are still applicable.

Pre-Application Consultation

A pre-application consultation meeting was held with the applicant to discuss complete application submission requirements.

ISSUE BACKGROUND

Proposal

The proponent is proposing to demolish the existing 11 bay car wash and redevelop the lands with an eight-storey mixed use building. The proposed building would be articulated and stepped with a maximum building height of 24.02 m (28.52 m including mechanical penthouse), and a total floor area of 11,668 m².

The ground floor would accommodate commercial uses along the entire length of the building fronting Dundas Street West, with a proposed floor area of 1,113 m² (See Attachment 4 – Application Data Sheet).

The building would have 123 residential dwelling units (38 one-bedroom, 81 two-bedroom, and 4 three-bedroom units), of which 8 dwelling units are proposed to be sold as “Habitat Units”, through Habitat for Humanity’s affordable ownership initiative.

The applicant has proposed 172 m² (1.4 m² per unit) of indoor residential amenity space on the ground floor and the roof and 337 m² (2.74 m² per unit) of outdoor residential amenity space on the roof.

Vehicular access to the building’s three-level underground parking garage is proposed via a driveway from Beresford Avenue (see Attachment 1 – Site Plan). A total of 135 vehicular parking spaces and 134 bicycle parking spaces are proposed to serve the development.

Site and Surrounding Area

The lands are irregularly shaped and have an area of 2,757 m² (0.28 hectare), with approximately 83 metres of frontage on Dundas Street West, 30 metres along Durie Street and 29 metres along Beresford Avenue. The depth of the lot is approximately 45 metres at the widest point in the middle of lot. The property is presently occupied by a single-storey, eleven-bay, self-carwash facility and associated paved parking area.

Surrounding land uses include:

North: Dundas Street West with commercial and industrial uses, further north is the rail corridor;

South: a public lane along the south west part of the site currently occupied by the adjacent land owner, with a mix of single and semi-detached residential dwellings;

East: Durie Street, with commercial uses fronting Dundas Street West and residential properties to the south; and

West: Beresford Avenue, with commercial uses fronting Dundas Street West and residential properties to the south.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS) 2014 provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong healthy communities; wise use and management of resources; and protecting public health and safety. The PPS recognizes that local context and character is important. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld. City Council’s planning decisions are required, by the *Planning Act*, to be consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. City Council's planning decisions are required to conform, or not conflict, as the case may be, with the Growth Plan for the Greater Golden Horseshoe.

Staff will review the proposed development for consistency with the PPS and for conformity with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The subject lands are located on an *Avenue* on Map 2 – Urban Structure of the Official Plan. *Avenues* are important corridors along major streets where reurbanization is anticipated and encouraged.

The lands are also designated *Mixed Use Areas* on Map 14 - Land Use Plan of the Official Plan. The *Mixed Use Areas* designation provides for a range of residential, commercial and institutional uses, and provides criteria to direct the form and quality of development. This designation is one of four designations identified in the Official Plan providing opportunities for increased jobs and/or population.

The Official Plan states that “*Mixed Use Areas* will absorb most of the anticipated increase in retail, office and service employment in Toronto in the coming decades, as well as much of the new housing.” However, not all *Mixed Use Areas* will experience the same scale or intensity of development. The policies of *Mixed Use Areas* require new development to provide a transition between areas of different development intensity and scale.

Official Plan Policy 2.2.3.3(b) states that “Development in *Mixed Use Areas* located on *Avenues*, prior to the completion of an Avenue Study has the potential to set a precedent for the form and scale of reurbanization along the *Avenues*. In addition to the policies of the Plan for *Mixed Use Areas*, proponents of such proposals will also address the larger context and examine the implications for the segment of the Avenue in which the proposed development is located.

This review will:

- include an assessment of the impacts of the incremental development of the entire Avenue segment at a similar form, scale and intensity, appropriately allowing for distinguishing circumstances;
- consider whether incremental development of the entire Avenue segment as identified in the above assessment would adversely impact any adjacent *Neighbourhoods*;
- consider whether the proposed development is supportable by available infrastructure; and
- be considered together with any amendment to the Official Plan or Zoning By-law at the statutory public meeting for the proposed development.”

Further, “development in *Mixed Use Areas on Avenues* that precedes the completion of an Avenue Study will:

- support and promote the use of transit;
- contribute to the creation of a range of housing options in the community;
- contribute to an attractive, safe and comfortable pedestrian environment that encourages walking and strengthens local retailing;
- provide universal physical access to all publicly accessible spaces and buildings;
- conserve heritage properties;
- be served by adequate parks, community services, water and sewers, and transportation facilities; and
- be encouraged to incorporate environmentally sustainable building design and construction practices.”

Development requiring a rezoning will not be allowed to proceed prior to completion of an Avenue Study unless a review is undertaken that demonstrates to Council’s satisfaction that subsequent development of the entire Avenue segment will have no adverse impacts within the context and parameters of the review.

An Avenue Segment Study for Dundas Street West from Jane Street in the west to Runnymede Road in the east was prepared and submitted in support of this 8-storey mixed-use proposal, to address Official Plan Policy 2.2.3.3 (b).

Official Plan Policy 4.5.2 cites Development Criteria for *Mixed Use Areas*, which include, but are not necessarily limited to:

- creating a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- providing for new jobs and homes for Toronto’s growing population on underutilized lands;
- locating and massing new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of the Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale *Neighbourhoods*;
- locating and massing new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes;
- locating and massing new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- providing an attractive, comfortable and safe pedestrian environment;
- taking advantage of nearby transit services;

- providing good site access and circulation and an adequate supply of parking for residents and visitors;
- locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- providing indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

Other Official Plan policies will provide guidance in the review, assessment and evaluation of this proposal, including the Healthy Neighbourhoods Policy 2.3.1.3 related to intensification on lands adjacent to a neighbourhood. Further guidance will be provided through policies in Chapter 3 of the Official Plan related to the Public Realm and Built Form.

The Toronto Official Plan is available for viewing on the City's website at www.toronto.ca/planning/official_plan/introduction.htm.

Zoning

The lands were not included within City-wide Zoning By-law No. 569-2013 as the previous zoning did not comply with the Official Plan policies for the site. The *Mixed Use Areas* designation provides for commercial and residential uses while the zoning does not permit residential uses. The site remains under the former City of York Zoning By-law No. 1-83.

The lands are zoned CE (Commercial Employment) by the former City of York Zoning By-law No. 1-83 (see Attachment 3 – Zoning). The CE zone permits a range of employment uses including industrial, office, business service, restaurants, retail stores, motor vehicle sales and rental, and public garage uses, as well as day nurseries and recreational uses. The maximum building height for permitted uses is 6 storeys and/or 20 m except that within 10 m of a residential zone the maximum permitted height is 14 m. There is no maximum gross floor area regulation in this zone.

Site Plan Control

The proposed development is subject to Site Plan Control, but an application in this regard has yet to be submitted.

Mid-Rise Building Design Guidelines

City Council on July 6, 7 and 8, 2010, adopted the recommendations of the Avenues and Mid-Rise Buildings Study and Action Plan, with modifications. The main objective of this City-wide study is to encourage future intensification along Toronto's *Avenues* that is compatible with the adjacent neighbourhoods through appropriately scaled and designed mid-rise buildings. The report can be viewed at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2010.PG39.9> .

The Avenues and Mid-Rise Buildings Study identifies a list of best practices, categorizes the Avenues based on historic, cultural and built form characteristics, establishes a set of

Performance Standards for new mid-rise buildings and identifies areas where the Performance Standards should be applied.

The Performance Standards are intended to be used as tools to implement both the Official Plan's *Avenues* and *Neighbourhoods* policies, maintaining a balance between reurbanization and stability and ensuring quality and comfortable streetscapes along the Avenues framed and defined by buildings that allow for a minimum of 5 hours of sunlight on the sidewalks from March 21 to September 21, pedestrian perception setbacks which mitigate the pedestrian perception of building height along the Avenue and an acceptable relationship between mid-rise buildings and the adjacent *Neighbourhoods* and *Parks and Open Space Areas* which the Official Plan policies are explicit in their intent to protect with appropriate transitions. The Performance Standards provide guidance about the size, shape and quality of mid-rise buildings and are intended to respect Section 2.3.1 of the Official Plan.

The Mid-Rise Buildings Performance Standards will be considered in the evaluation of the application.

Tree Preservation

An arborist's report has been submitted and is presently under review.

Reasons for the Application

Although the proposed uses conform to the Official Plan, a Zoning By-law Amendment is required as the proposed residential use is not permitted under former City of York Zoning By-law No. 1-83, and related performance standards are required. Additional areas of non-compliance may be identified through the circulation and review of the application.

COMMENTS

Application Submission

The following reports/studies were submitted with the application:

- Planning and Urban Design Rationale with Community Services and Facilities Review;
- *Avenue* Segment Study;
- Noise Impact Study;
- Servicing Report;
- Urban Transportation Considerations Report;
- Toronto Green Standard Checklist;
- Sun/Shadow Study; and
- Arborist Report.

A Notification of Incomplete Application was issued on June 8, 2016 identifying a Hydrogeological Report to be submitted to satisfy the requirements of the Official Plan for a complete submission.

Issues to be Resolved

Planning staff have circulated the application, plans and studies to other City Divisions and appropriate agencies. Staff will review the issues below that have been identified on a preliminary basis:

- Consistency with the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe;
- Conformity with Official Plan policies;
- Consideration of the Avenues and Mid-Rise Buildings Study design criteria and the applicant's submitted Avenue Segment Study;
- Appropriateness of the proposed building height, setbacks, stepbacks, density and adequacy of the transition to areas of different development intensity and scale;
- Shadow impact;
- Adequacy of on-site amenity and landscaped open space;
- Suitability of the parking supply; loading and garbage storage;
- Assessment of traffic and transportation impacts;
- Servicing connections, adequacy of existing municipal infrastructure and identification of required improvements to support the proposed residential density;
- Adequacy of existing community services and facilities that may be required to serve the development;
- Parkland dedication/cash in lieu requirements;
- Should the application be recommended for approval, identification of appropriate community benefits under Section 37 of the *Planning Act*.

Additional issues may be identified through the review of the application, agency comments and the community consultation process.

CONTACT

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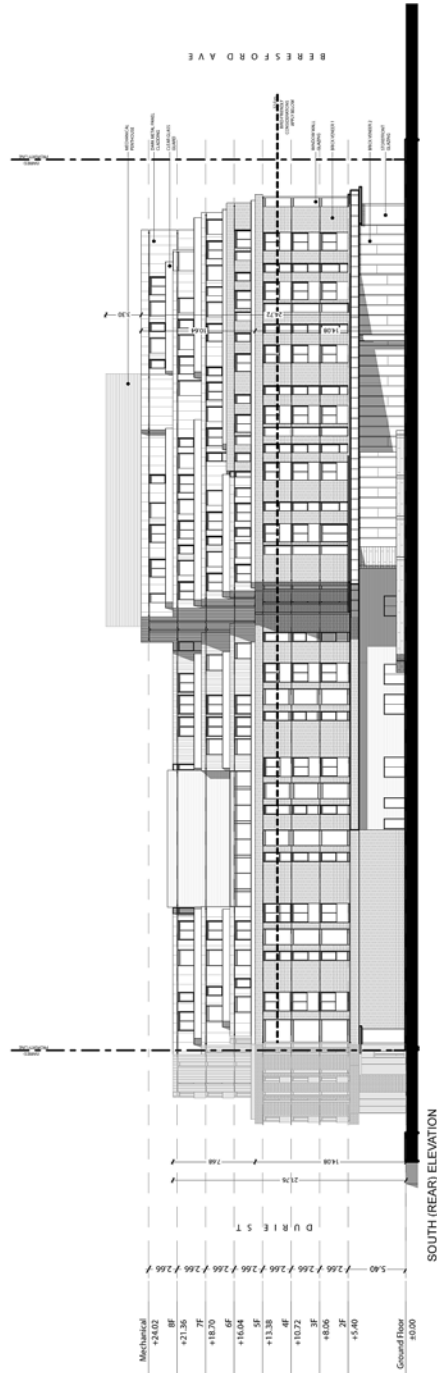
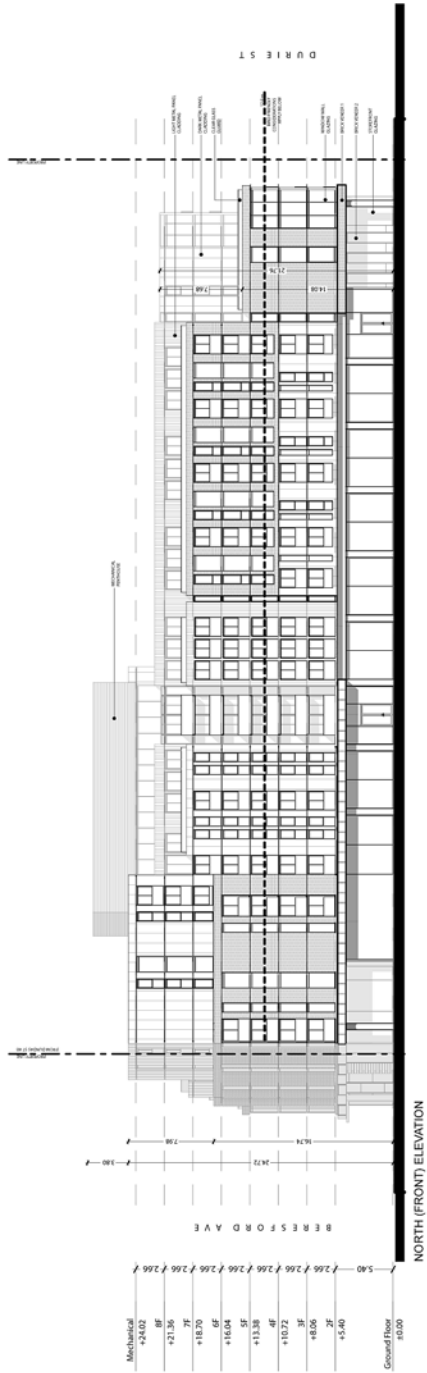
SIGNATURE

Neil Cresswell, MCIP, RPP
Director of Community Planning
Etobicoke York District

ATTACHMENTS

Attachment 1: Site Plan
Attachment 2: Elevations
Attachment 3: Zoning
Attachment 4: Application Data Sheet

Attachment 2: Elevations



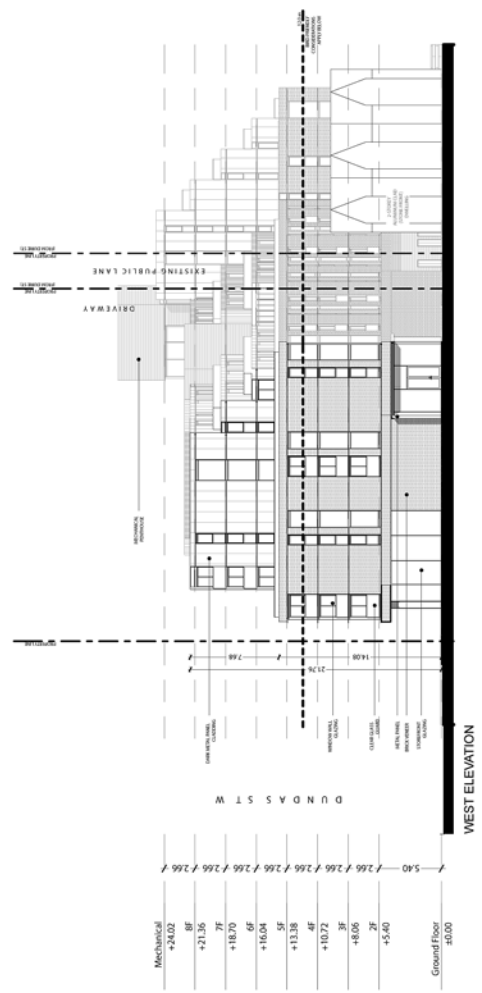
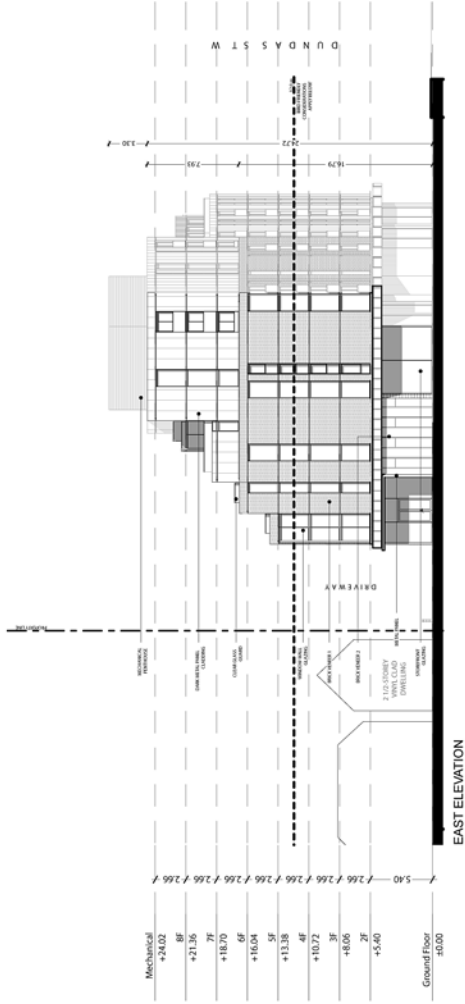
North and South Elevations

3385 Dundas Street West

Elevations
Applicant's Submitted Drawing

Not to Scale
06/02/16

File # 16 163140 WET 13 0Z



East and West Elevations

Elevations
 Applicant's Submitted Drawing
 Not to Scale
 06/02/16

3385 Dundas Street West

File # 16 163140 WET 13 0Z

Attachment 3: Zoning



TORONTO City Planning
Zoning By-Law

3385 Dundas Street West
 File # 16 163140 WET 13 0Z

Location of Application
R Residential
RM Residential Multiple
CR Commercial Residential
E Employment Industrial
UT Utility and Transportation

See Former City of York By-Law No. 1-83
R2 Residential Zone
CE Commercial Employment Zone
SI Strategic Industrial Employment Zone

See Former City of Toronto By-Law No. 438-86
R2 Residential District
MCR Mixed-Use District
I3 Industrial District
T Industrial District

Not to Scale
 Extracted: 06/01/2016

Attachment 4: Application Data Sheet

Application Type	Rezoning	Application Number:	16 163140 WET 13 OZ
Details	Rezoning, Standard	Application Date:	May 27, 2016

Municipal Address: 3385 DUNDAS STREET WEST
 Location Description: PLAN 888 LOTS 1 TO 3 PLAN 692 LOTS 25 TO 27 **GRID W1302
 Project Description: Proposed Zoning By-Law Amendment to permit the development of an eight-storey mixed-use building, comprised of 123 residential dwelling units, and approximately 1,113 m² of non-residential gross floor area. The existing 11 bay car wash building would be demolished.

Applicant:	Agent:	Architect:	Owner:
TACT ARCHITECTURE 660R College Street Toronto ON M6G 1B8		TACT ARCHITECTURE 660R College Street Toronto ON M6G 1B8	HABITAT FOR HUMANITY TORONTO 155 Bermondsey Road TORONTO, ON M4A 1X9

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:
Zoning:	CE	Historical Status:
Height Limit (m):	20 m	Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq. m):	2,757	Height:	Storeys:	8
Frontage (m):	83.4		Metres:	28.52
Depth (m):	45.26			
Total Ground Floor Area (sq. m):	1,668			Total
Total Residential GFA (sq. m):	10,555		Parking Spaces:	135
Total Non-Residential GFA (sq. m):	1,113		Loading Docks	0
Total GFA (sq. m):	11,668			
Lot Coverage Ratio (%):	0			
Floor Space Index:	4.23			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

		Above Grade	Below Grade
Tenure Type:			
Rooms:	Residential GFA (sq. m):	10,555	0
Bachelor:	0	Retail GFA (sq. m): 1,113	0
1 Bedroom:	38 (31%)	Office GFA (sq. m): 0	0
2 Bedroom:	81 (66%)	Industrial GFA (sq. m): 0	0
3 + Bedroom:	4 (3%)	Institutional/Other GFA (sq. m): 0	0
Total Units:	123 (100 %)		

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